



TOWN OF NORTH EAST

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March 28, 2012

Donald A. Halligan, Director
Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

RECEIVED

APR 1 2012

**OFFICE OF PLANNING &
CAPITAL PROGRAMMING**

Dear Director Halligan,

Pursuant to your December 28, 2011 letter, on behalf of the Maryland Department of Transportation, which was copied to me, the Town of North East has outlined the following priorities for inclusion in your final Consolidated Transportation Program.

1. Pedestrian access across Route 40
2. Pedestrian Link on Route 272 from Irishtown Road to Church Street
3. Re-construction of Route 7 (East Cecil Ave.)
4. Review impacts of rail service to State Highway systems
5. Installation of pedestrian lighting on Amtrak Bridge
6. Widen Route 7, Elevate and widen bridge over North East Creek and install pedestrian sidewalk, bicycle lane and pedestrian lighting.

I have attached the purpose and need criteria for each of the priorities, as requested.

Thank you for your time in reviewing the Town of North East priorities. Should you have any questions regarding these projects, please feel free to contact me.

Sincerely yours,

Robert F. McKnight, Mayor
Town of North East

Attachments: As Stated

Cc: Mr. Eric S. Sennstrom, Director, Cecil County Dept. of Planning
Mr. W. Scott Flanigan, PE., Director, Cecil County Public Works
Mr. Terry Wright, District Engineer for District 2, SHA
Mayor Joseph Fisona, WILMAPCO Municipality representative
Eric Beckett, Regional Planner, SHA

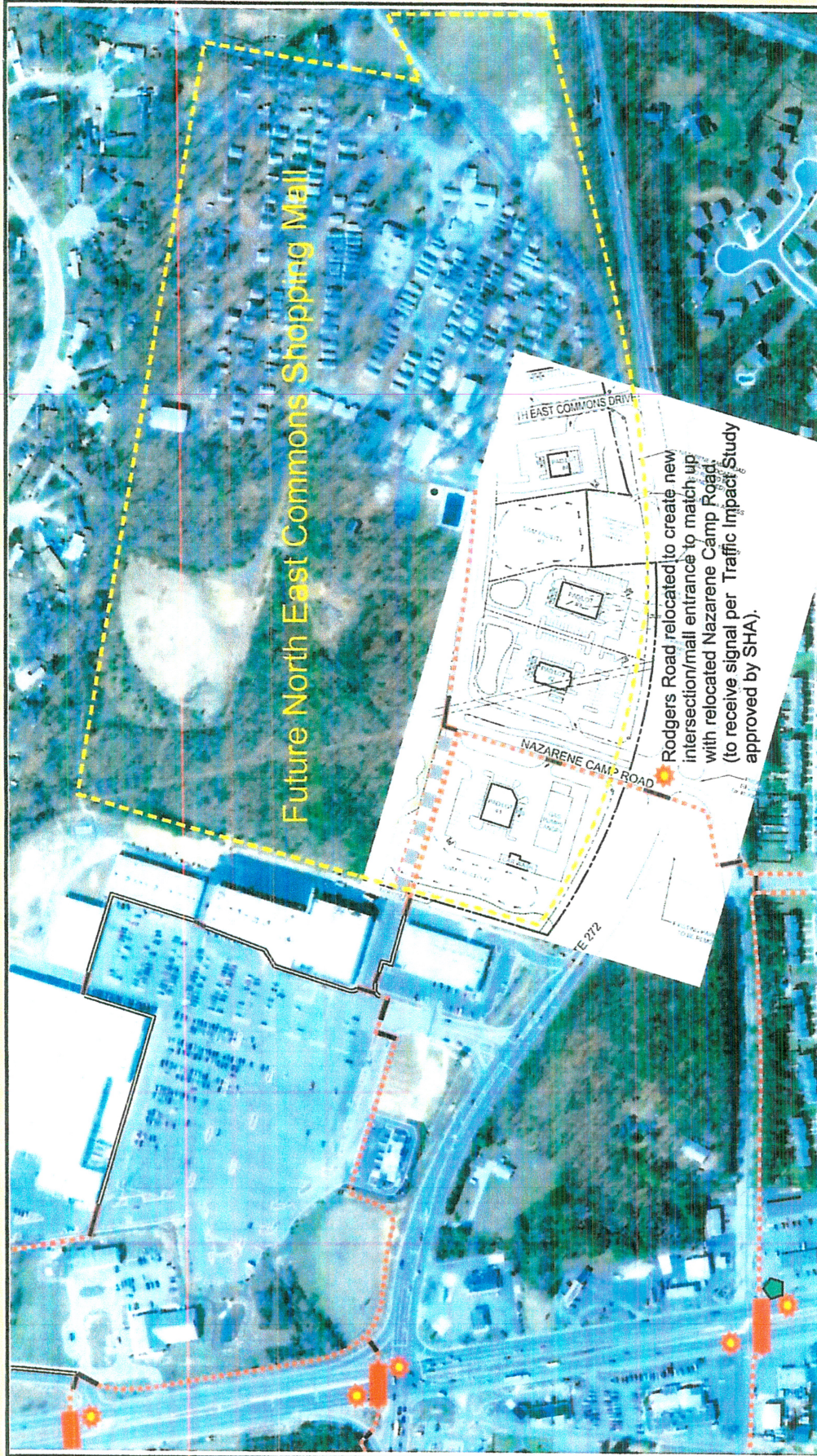


North East Priority No. 1 - Pedestrian Access across Route 40 in North East, Maryland

1. Project: Pedestrian Access Across Route 40 in North East, Maryland
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Intersection of Route 40 and Route 272 with alternate areas for crossing (see attached map)
4. Anticipated cost: Unavailable
Costs covered by local, 3rd party or user revenues: None
5. Metropolitan Planning Organization: The project is within the MPO boundaries.
6. The project is consistent with the Town of North East Comprehensive Plan
7. Purpose and Need: Description of project: Pedestrian crossing from the South side of Route 40 and traveling to the North side of Route 40. Consideration of the following three locations: (please see attached concept plans)
 - a. At the intersection of Route 40 and Route 272
 - b. North East Station across Route 40 to location of State Police Barracks
 - c. North Main Street Extended across Route 40 to Rogers Road
8. Applicable Goals and objectives:
 - a. Safety and Security: This project would reduce the number and rate of transportation related fatalities and injuries by providing a link for pedestrians to cross Route 40. Pedestrians currently 'run' across Route 40 which is comprised of four lanes and a median strip.
 - b. System Preservation and Performance: This project takes place at the intersection of Route 272 and Route 40. Route 40 contains two east bound lanes and two westbound lanes with a median separating them. Route 272 contains three southbound lanes and two northbound lanes on the north side of Route 40 and three northbound lanes and two southbound lanes on the south side of Route 40. At this intersection, each of the four corners contains commercial property. The pedestrian linkage across Route 40 is critical to the Town and the County's transportation network and in the moving of people in a safe, efficient manner. There are other proposed options to cross Route 40, shown on the attached map. This pedestrian link would provide a long term solution to the existing transportation system.
 - c. Environmental Stewardship: Providing pedestrian and bicycle access across Route 40 in a transportation mode other than a motor vehicle will decrease the number of vehicles on the road, thereby, assisting in the reduction of vehicle miles traveled (VMT) and motor vehicle emissions. This project would support clean air mandates which have been imposed in the State of Maryland. This pedestrian link between the high density and medium density neighborhoods into the commercial area

promotes the policies outlined in Smart Growth. Everything is in place for the smart growth area except the linkage across Route 40.

- d. Connectivity for Daily Life: There are several high density residential developments to the north of Route 40. There are many medium and high density residential developments to the south of Route 40. The proposed pedestrian linkage would provide a means of access to and from each side of Route 40. The linkage would afford residents the opportunity to access employment opportunities, goods and shopping and would eliminate the necessity to get into a motor vehicle and drive a short distance to these locations. The risk which pedestrians currently take to 'run' across Route 40 would be eliminated by this connection.
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Concept Graphic
Planning Commission discussion draft 9/17/2011

Transportation Element

Pedestrian Facility Improvements

MD 272 from Rt. 40 to NE Commons

- Existing Sidewalks
- New Sidewalks
- Existing Crosswalks
- New Crosswalks
- New Transit Stops/Shelters
- New Signalized Pedestrian Crossing
- New Road Segment



G/7

North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008

Gradesek & Associates, Inc. Community Planning and Assistance

North East Priority Project No. 2 - Pedestrian Link on Route 272
from Irishtown Road to Church Street, North East, Maryland

1. Project: Pedestrian Linkage on Northbound Route 272 Sidewalk from Irishtown Road to Church Street
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Maryland Route 272, northbound at the intersection of Route 272 and Irishtown Road to the intersection of Route 272 and Church Street (see attached map)
4. Metropolitan Planning Organization: The project is within the MPO boundaries.
5. The project is consistent with the Town of North East Comprehensive Plan
6. Anticipated cost: Unavailable
Costs covered by local, 3rd party or user revenues: None
7. Purpose and Need - Description of project: Design and Construction to include the conversion of the Route 272 northbound shoulder into a six foot bicycle lane and a five foot sidewalk and associated drainage repairs.
8. Applicable Goals and objectives:
 - a. Safety and Security: This project would reduce the number and rate of transportation related injuries by providing a pedestrian link including new sidewalk and bicycle lanes for residents who currently travel in this area without a sidewalk.
 - b. System Preservation and Performance: This project takes place on a two lane highway, northbound Maryland Route 272, otherwise known as Mauldin Avenue. Recently, a transit bus stop was placed within the State Highway Median Island at the South of Town, adjacent to Irishtown Road. The installation of this bus stop further dictated the need for safe passage for pedestrians traveling throughout this area. This linkage would provide the critically missing sidewalk link to downtown and would provide a long term solution to transportation system.
 - c. Environmental Stewardship: Providing sidewalk along Maryland Northbound Route 272 will link the residents from several of our high density residential neighborhoods into downtown. In addition, the North East Elementary School and North East Middle School are within short distances from these areas, yet, there are no sidewalks available to the students on northbound Route 272. Smart Growth policies, outlined by the Maryland Department of Planning, promote connectivity through sidewalks to encourage pedestrian accessibility through and around Town. The link would be beneficial to the students traveling to and from school as well as the residents who would like an alternate mode for traveling across a two lane highway. This project is expected to have

sustainable impacts to the environment by the reduction of emissions from vehicles for short trips.

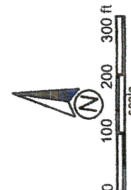
- d. Connectivity for Daily Life: The proposed sidewalk would connect two schools and several high density developments to each other and to downtown. This project provides a safe mode of transportation for those who would choose to walk/ride their bicycles to employment opportunities, goods, public facilities and shopping.
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G13

North American 1983 Coordinate System
Base Data: USGS Seamless Map Server
Imagery Date: 1/31/2008

Grudeck & Associates, Inc. Community Planning and Assistance



- Existing Sidewalks
- New Sidewalks
- Existing Crosswalks
- New Crosswalks
- New Transit Stops/Shelters
- East Coast Greenway Bike Trail

Concept Graphic
Planning Commission discussion draft 9/17/2011

Transportation Element

Pedestrian Facility Improvements

Irishtown Road to Church Street

North East Priority Project No. 3 – Re-construction of Route 7 (East Cecil Ave.)
North East, Maryland

1. Project: Re-construction of East Cecil Avenue, North East, Maryland
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Intersection Mauldin Avenue and Route 7 (the portion of Route 7 this request is referring to is also identified as East Cecil Avenue, North East) up to Mechanics Valley Road.
4. Anticipated cost: Unavailable
Costs covered by local, 3rd party or user revenues: None
5. Metropolitan Planning Organization: The project is within the MPO boundaries.
6. The project is consistent with the Town of North East Comprehensive Plan
7. Purpose and Need: Description of project: Re-construction and re-surfacing from the intersection of Route 272 (otherwise known as Mauldin Avenue) and Route 7 (the portion of Route 7 this request is referring to is also identified as East Cecil Avenue, North East) up to Mechanics Valley Road. Project to include re-construction of the roadway and sidewalks, re-installation of the crosswalks, catch-basin work and coordination with the County Transit system. This project area is comprised of a high vehicle and high pedestrian traffic area. Within a short distance, this area contains the main intersection out of Town, the North East Middle School, The Boys and Girls Club, a large daycare center and a physician office along with residential homes.
8. Applicable Goals and objectives:
 - a. Safety and Security: This project will provide a safe roadway with a safe pedestrian passage system for this intense area of Town. Re-construction of the roadway would provide an area where transit bus stops could be established at this time or at some point in the future, which would further enhance the transportation system in Town and linkage to the County.
 - b. System Preservation and Performance: This project is proposed to enhance the performance of this intersection and roadway, especially in light of the high vehicle and high pedestrian traffic area. Within a short distance, this area contains the main intersection out of Town, the North East Middle School, The Boys and Girls Club, a large daycare center and a physician office along with residential homes. The project entails reconstruction of the road, replacement of the sidewalks, re-installation of crosswalks and catch basin work.
 - c. Environmental Stewardship: Providing pedestrian access via upgraded crosswalks and sidewalks along with upgraded catch basins with a re-constructed roadway provides the opportunity to more efficiently link

the surrounding residential and commercial areas to this area of Town, promoting the policies outlined in Smart Growth.

- d. Connectivity for Daily Life: This project upgrades the current roadway system/transportation plan to provide a safe pedestrian linkage for residents, the students in the school, and the Boys and Girls Club by providing a safe connection in and through Town.

**North East Priority Project No. 4 – Review impacts of
Rail Service to State Highway systems, North East, Maryland**

1. Project: Rail Service: Identify the transportation impacts of rail service to the Town in relationship to the State Highway systems.
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Amtrak Rail, south of Route 40. (see map)
4. Anticipated cost: Unavailable
Costs covered by local, 3rd party or user revenues: None
5. Metropolitan Planning Organization: The project is within the MPO boundaries.
6. The project is consistent with the Town of North East Comprehensive Plan
7. Purpose and Need - Description of project: The Town is currently involved in a Transit Oriented Development (TOD) project. In conjunction with the TOD, it is imperative that the review of the existing State Highway system be reviewed and improvements coordinated with the State Highway system to plan adequately for future multi-modal transportation.
8. Applicable Goals and objectives:
 - a. Quality of Service: A reduction in travel time is expected in conjunction with the proposed rail service, with an expected decrease of motor vehicles from the highway system with anticipated car pooling and pedestrian and bicyclist accessibility to this site.
 - b. System Preservation and Performance: This study of the impact to the State Highway system project is critical to the integrity of the transportation network within North East and throughout the Route 272 and Route 40 corridor. This project will identify potential impacts on the State Highway system and will address coordination of this project with the State Highway system's long term goals. This project will provide a long term solution to the impacts to the transportation system.
 - c. Environmental Stewardship: The inclusion of rail service within the Town within close proximity to Route 272, Route 40, Route 7 and I-95 provide efficient land use which consistent with Smart Growth Policies. It is probable that there will be fewer vehicles on the road attributed to the rail line, thereby assisting in the reduction of vehicle miles traveled (VMT) and reduction of motor vehicle emissions. This is also consistent with policies promoted by the State of Maryland regarding clean air initiatives. Review of the Existing Highway systems and their impact on the impending transit station would assist to direct and/or re-configure the highway system with a plan which would be the most efficient for all uses.

- d. Connectivity for Daily Life: It is imperative that the State Highway system work both efficiently and effectively with the Town's transit station. It is expected that the non-motorist commuters and motor vehicle commuters will be faced with a variety of safety challenges as they travel the State Highways and Routes to access the station. Review of the existing Highway systems will provide a realistic plan to meet the challenges of the Town's transit station.
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North East Priority Project No. 5 Installation of pedestrian lighting
on Amtrak Bridge, North East, Maryland

1. Project: Installation of pedestrian lighting on the Amtrak Bridge over Route 272
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Route 272 Southbound, Amtrak Bridge
4. Anticipated cost: Unavailable
Costs covered by local, 3rd party or user revenues: None
5. Metropolitan Planning Organization: The project is within the MPO boundaries.
6. The project is consistent with the Town of North East Comprehensive Plan
7. Purpose and Need: Description of Project: Install pedestrian lighting on the west side of Route 272 southbound, over the Amtrak Bridge. There is pedestrian lighting which is provided up to the bridge on either side of the bridge, but the sidewalk over the Amtrak Bridge remains unlit. With the narrow sidewalk on this bridge, along with the fact that this area of Route 272 is a well traveled vehicular and pedestrian route, pedestrians are 'at risk' without adequate lighting.
8. Applicable Goals and objectives:
 - a. Safety and Security: This project would provide lighting for pedestrians who travel to and from the residential districts in this location, to the shopping center and other Highway Commercial district uses.
 - b. System Preservation and Performance: The proposed lighting plan will provide safe passage for pedestrians to enhance the existing transportation system.
 - c. Environmental Stewardship: Pedestrian lighting provides an opportunity for the public to utilize sidewalks to more efficiently travel to and from an adjacent shopping center without having to get into vehicles. If the pedestrians believe safe passage is provided, the Town foresees more pedestrian travelers.
 - d. Connectivity for Daily Life: The connection of the sidewalk to and from the shopping center is already on site. The lighting on the Amtrak bridge would assist in the safe passage of this pedestrian link.

North East Priority Project No. 6 Widening of Route 7 Roadway; Elevation and widening of bridge over the North East Creek and installation of pedestrian sidewalk bicycle lane and associated pedestrian lighting in North East, Maryland

1. Project: Widen Route 7 (West Cecil Avenue) from southbound Route 272 to the Amtrak underpass. Widen and elevate the bridge over the North East Creek and install a pedestrian sidewalk, bicycle lane and pedestrian lighting.
2. Submitting Jurisdiction: Town of North East
3. Location of Project: Route 7 (West Cecil Avenue) between southbound Route 272 to the Amtrak underpass in North East, Maryland.
4. Anticipated cost: Unavailable
Costs covered by local, 3rd party or user revenues: None
5. Metropolitan Planning Organization: The project is within the MPO boundaries.
6. The project is consistent with the Town of North East Comprehensive Plan
7. Purpose and Need: The bridge over the North East Creek on the west side of Route 7 (West Cecil Avenue) has been impacted by three major floods in North East: Hurricane Floyd in 1999, Hurricane Isabel in 2003 and a flooding event in July 2005. There were several trees along with stormwater and stream debris which came in direct contact with the bridge. The bridge needs to be elevated and widened to accept the stormwater received from upstream impacts. The majority of the existing roadway is very narrow and impassable for pedestrians and bicyclists to safely navigate. There are many residents in our Community who would traverse into Town with a safe pedestrian sidewalk, bicycle lane and appropriate pedestrian lighting.
8. Applicable Goals and Objectives:
 - a. Safety and Security: This project would provide safety for those who are currently unable to safely travel on this very narrow portion of Route 7. The project would also provide for pedestrians or cyclists to traverse from their existing neighborhoods and from neighboring Charlestown to the west, and would complete the link for pedestrian access in this area of the Town of North East. Installation of pedestrian lighting would provide safety and security. The elevation of the bridge over the North East Creek will allow the flow of stormwater from the North East Creek and will provide complete stream flow into the North East River instead of the continuance of a dam effect against the bridge during Hurricane and storm events.
 - b. System Preservation and Performance: The proposed changes include widening of Route 7 between Maryland Route 272 and the Amtrak underpass; a bridge re-construction project over the North East Creek which will elevate the existing bridge and widen the bridge to allow

pedestrian/bicycle access; and will provide pedestrian sidewalks and bicycle path and lighting to accommodate a current transportation system.

- c. Environmental Stewardship: Smart Growth policies, outlined by the Maryland Department of Planning, promote connectivity through sidewalks to encourage pedestrian accessibility through and around Town. The link would encourage the reduction of vehicular trips, and motor vehicle emissions as we expect residents would have complete pedestrian linkage in and around Town by inclusion of this project.
- d. Connectivity for Daily Life: The widening of Route 7 and widening of the bridge, along with the connection of a sidewalk and bicycle path with lighting provides a long term connection in and around Town. This project provides a safe mode of transportation for those who would choose to walk/ride their bicycles to employment opportunities, goods, public facilities and shopping.